

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEWSERIES No. 8211

月四日四月二十六

WEDNESDAY, JUNE 1, 1910.

三月三日 一月六日

\$5 PER ANNUM.
SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Sterling \$15,000,000
Silver \$15,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COUNCIL OF DIRECTORS:
G. Ballych, Esq., Chairman;
Robert Swan, Esq., Deputy Chairman,
F. H. Armstrong, Esq., S. A. Levy, Esq.,
J. W. Bandow, Esq., F. Lieb, Esq.,
Hon. Mr. Henry Keay, G. H. Medhurst, Esq.,
Wick, M. Bellum, Esq.,
G. R. Leesman, Esq., H. A. Slobs, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH,
MANAGERS:
Shanghai—H. E. R. HUNTER,
LONDON BANKERS—LONDON COUNTY AND
WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent per Annum.
For 6 months, 3 per Cent per Annum.
For 12 months, 4 per Cent per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 7th May, 1910. [20]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,000,000
RESERVE FUND \$1,000,000
RESERVE LIABILITY OF PROPRIETORS \$1,000,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 1 PER CENT. PER
ANNUM ON THE DAILY BALANCE.

ON FIXED DEPOSITS FOR 12 MONTHS, 4 PER CENT.
" " " " " 6 " " 2½ "
" " " " " 8 " " 3 " "
WM. DICKSON,
Manager.

Hongkong, 26th April, 1910. [21]

YOKOHAMA SPECIE BANK
LIMITED.

CAPITAL PAID-UP Yes 24,000,000
RESERVE FUNDS 16,250,000

HEAD OFFICE—YOKOHAMA

Branches and Agencies:
TOKIO, HANKOW, TIENSIN,
KOBÉ, PEKIN, NEW HOHWANG,
OSAKA, DALNY, LONDON,
NAGASAKI, PORT ARTHUR,
LYONS, ANTUNG, NEW YORK,
LYOYANG, SAN FRANCISCO,
HONOLULU, MUKDEN,
HOMIAY, TELING, CHANG-CHUN,
SHANGHAI.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent.
per Annum on the Daily Balance.

ON FIXED DEPOSITS:
For 12 months 4 % p.a.
" " " " " 6 " " 3½ "
" " " " " 8 " " 3½ "
TAKAO TAKAMICHI,
Manager.

Hongkong, 12th March, 1910. [22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—St. TAUS. 7,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tsinan, Teltingan, Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische
Staatsbank) Direction des Disconto-Gesellschaft
Deutsche Bank

S. Bleichroeder Berliner Handels-Gesellschaft
Bank fur Handel und Industrie

Robert Warichaus & Co.

M. A. von Rothschild & Sons Frankfurt

Jacob S. H. Stern Hamburg

Norddeutsche Bank in Hamburg, Hamburg

Sal. Oppenheimer & Co., Koslitz

Eayer'sche Hypotheken- und Wechselbank

Munchen.

LONDON BANKERS:

Mrs. N. M. Rothschild & Sons, THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DES DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

J. KULLMANN,

Acting Manager.

Hongkong, 1st March, 1910. [23]

Banks

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits allowed at 3½ PER

CENT. per annum.

Depositors may transfer at their option
balances of \$10 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 21st January, 1910. [24]

INTERNATIONAL BANKING
CORPORATION.

CAPITAL PAID UP GOLD \$1,250,000
ABOUT MAX \$1,250,000
RESERVE FUND GOLD \$1,250,000
ABOUT MAX \$1,250,000

HEAD OFFICE:
6 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business.

receives Money in Current Account at the
rate of 2½ per cent on daily balances and accep-

ts Fixed Deposits at the following rates:

For 3 months, 4 per cent per annum.

" " " " 6 " " 3½ "

" " " " 8 " " 3½ "

WM. DICKSON,
Manager.

Hongkong, 30th April, 1910. [25]

Insurance

CHINA MUTUAL LIFE INSURANCE
CO., LTD., OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.

C. Stephanus, Esq.

Lee Yung Su, Esq.

J. H. McMichael, Esq.

G. R. Burkhill, Esq.

J. A. Wattie, Esq., Manager Director.

A. J. Hughes, Esq., Secretary.

S. B. Nell, F.I.A., Actuary

A STRONG British Corporation Registered
under Hongkong Ordinances and under
Life Assurance Companies' Act, England.

Insurance in Force \$14,054,152.00

Assets 7,114,490.08

Income for Year 3,073,834.81

Total Security to Policyholders 7,885,852.53

LEFFERTS KNOX, Esq., Hongkong,
District Manager, Canton, Macao
B. W. TAPE, Esq., and the
District Secretary, Philippines.

ALEXANDRA BUILDING, HONGKONG.

Hongkong, 1st December, 1909. [26]

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes

10.00 a.m. to 11.00 a.m. ... Every 15 minutes

11.30 a.m. to 12.45 p.m. ... Every 15 minutes

12.45 p.m. to 1.15 p.m. ... Every 10 minutes

1.15 p.m. to 2.15 p.m. ... Every 15 minutes

2.15 p.m. to 3.00 p.m. ... Every 10 minutes

3.00 p.m. to 4.00 p.m. ... Every 15 minutes

4.00 p.m. to 5.00 p.m. ... Every 15 minutes

5.00 p.m. to 6.00 p.m. ... Every 10 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes

9.00 a.m. to 9.30 a.m. ... Every 10 minutes

9.30 a.m. to 10.30 a.m. ... Every 15 minutes

10.30 a.m. to 11.00 a.m. ... Every 10 minutes

11.45 a.m. to 12.00 noon ... Every 15 minutes

12.00 noon to 1.00 p.m. ... Every 10 minutes

1.00 p.m. to 5.00 p.m. ... Every 15 minutes

5.00 p.m. to 6.00 p.m. ... Every 10 minutes

6.00 p.m. to 7.00 p.m. ... Every 15 minutes

7.00 p.m. to 8.00 p.m. ... Every 10 minutes

8.00 p.m. to 9.00 p.m. ... Every 15 minutes

9.00 p.m. to 10.00 p.m. ... Every 10 minutes

10.00 p.m. to 11.15 p.m. ... Every 15 minutes

11.15 p.m. to 12.00 noon ... Every 10 minutes

12.00 noon to 1.00 p.m. ... Every 15 minutes

1.00 p.m. to 5.00 p.m. ... Every 10 minutes

5.00 p.m. to 6.00 p.m. ... Every 15 minutes

6.00 p.m. to 7.00 p.m. ... Every 10 minutes

7.00 p.m. to 8.00 p.m. ... Every 15 minutes

8.00 p.m. to 9.00 p.m. ... Every 10 minutes

9.00 p.m. to 10.00 p.m. ... Every 15 minutes

10.00 p.m. to 11.15 p.m. ... Every 10 minutes

11.15 p.m. to 12.00 noon ... Every 15 minutes

12.00 noon to 1.00 p.m. ... Every 10 minutes

1.00 p.m. to 5.00 p.m. ... Every 15 minutes

5.00 p.m. to 6.00 p.m. ... Every 10 minutes

6.00 p.m. to 7.00 p.m. ... Every 15 minutes

7.00 p.m. to 8.00 p.m. ... Every 10 minutes

8.00 p.m. to 9.00 p.m. ... Every 15 minutes

9.00 p.m. to 10.00 p.m. ... Every 10 minutes

10.00 p.m. to 11.15 p.m. ... Every 15 minutes

11.15 p.m. to 12.00 noon ... Every 10 minutes

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF
HIGH CLASS
AERATED
WATERS.

THIS SEASON'S PRICES :

	PER DOZ.
Soda Water	5 Cents.
Soda Water (Bombay bottles)	60 "
Potash, Solzter & B. P. Soda	60 "
Lemonade	65 "
Toxic Water	75 "
Lithia Water	75 "
Ginger Ale	75 "
Sarsaparilla	75 "
Orange Champagne	75 "
Lemon Squash	75 "
Raspberryade	75 "

SPECIALTIES :

Stone Ginger Beer	85 Cents.
Dry Ginger Ale, Pints \$1; Splits 60 "	
Lime Fruit Cham- page	Pints \$1; Splits 60 "

Bottles will be charged for at the Rate of \$1.20 per dozen, and credited in full on being returned in good condition.

A. S. WATSON & CO.,
LIMITED,
HONGKONG and KOWLOON,
Hongkong, 30th April, 1910.

The Hongkong Telegraph
HONGKONG, WEDNESDAY, JUNE 1, 1910.

NEW CHINESE CURRENCY.

Another Imperial edict has been issued dealing with the coinage of China. It adopts recommendations made by the Government Council, and declares that the basis of Chinese money is to be a silver coin called a "yuan," weighing Kuping seven mace two candareens. "Yuan" is the same as the Japanese word "yen." The system is of course decimal. The subsidiary coins are as follows: Copper: one li (one cash), five li (five cash), one fen, that is, one cent, and two fen (two cents). Nickel: five fen (five cents). Silver: one chueh (ten cents), two chueh and a half (twenty-five cents) and five chueh (fifty cents). This system thus creates two new and as far as we know hitherto unheard of coins, to wit, a copper five cash, or half a cent, and a copper two cents. It also changes the silver five cents into a nickel five cents, and the usual twenty-cent silver piece into a twenty-five-cent coin.

Some English-speaking Chinese call one chueh, or ten cents, by the practical name "dime." The new twenty-five cents will, of course, be called "a quarter." We think that at first there will be much vexation over these "quarters," and their purchasing power as compared with the twenty-cent piece now common. As for the half cent, or five-cent copper coin, it would be rash to prophesy its fate. It sounds useful in theory, but we shall be much surprised if after a little time it does not disappear altogether. For the two-cent coin we have nothing but condemnation. It is indefensible. No doubt the Chinese need small coins, but with their conservative ways—ways which one inspired has called "ways that are dark!"—they will call the one cash a "little cash" and the five cash a "big cash." The half-cent will be a "little cent"; the one cent, a "big cent," and the two-cent a "double big cent." They will evolve from the tortuous mazes of the Celestial mind bewildering tangles of exchange. How many little cash will go to a nickel, or "little cent," and how many big cash to a dime, and how many of anything to anything will be common questions. Of course, the edict forbids people from "taking upon themselves to raise or lower the relations of the coins." Equally, of course, the edict and any number of edicts must fall in this. It goes on to order the Board of Finance to make the Imperial Mint re-

sume charge of the minting of the new coins.

VICEROY Yuan Shu-hsü has signified his desire to resign his post unless he is authorized to abolish licensed gambling in Kwangtung.

A DECREE has been issued ordering the dismissal of the Hunan Treasurer, the local Tao-tai and other officials; the degradation of the leading gentry and the decapitation of the Chao-sha riot leaders.

REPRESENTATIVES of the Press and of the Chamber of Commerce met the Japanese business-men at the station at Peking. Four of the Ministers, the Chamber of Commerce and the Press subsequently entertained the visitors. The cordiality of their reception was striking.

For a father and his nine children to have passed through one university is remarkable, even in Scotland, and in these days of higher education for all. Such a case came to light, however, at Aberdeen University when the honorary degree of D.D. was conferred on the father of the academic family.

The *Edison Opinion* complains bitterly of certain newcomers from France introducing the system of tipping which has proved such a curse in the mother country. After taking refreshments at bars, they leave behind on the table a few cents for the attendants, who now claim tips as a matter of right. The result practically comes to a rise in the price of refreshments.

"CAPTAIN KOEPENICK," who owes his classic hold on fame to the fact that in October, 1906, he obtained a captain's uniform, and going to an army post near Berlin, took charge of a squad of men of the Kaiser's regiment of guards, marched them to Koepenick, placed the Mayor under arrest and, after discharging his soldiers, made off with \$1,250, the contents of the town treasury, has been deported from the United States as an undesirable alien.

LOCAL AND GENERAL.

MR. G. N. MAGILL has assumed charge of Chungkeit Serdang Estate.

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THE HOLLYWOOD ROAD DIS-
TURBANCE.INTERESTING CROSS-EXAMINATION OF
COMPLAINANT.

Before Mr. E. R. Hallifax, at the Magistracy this morning, the case was resumed in which Miss Della Huard, of N. 49, Hollywood Road, summoned S. M. E. Allana and D. R. Captain for alleged assault in May last. Mr. W. E. L. Shelton appeared for the complainant and Messrs. M. R. Harris and F. P. Holt, representing Captain and Allana, respectively.

Cross-examined by Mr. Harris complainant stated that she did not know why Captain went to her house on the date of the assault but he must have gone there for the purpose of assaulting her. She could give no other reason. She did not remember asking him to come to her house. She was quite certain that she did not ask Captain to pay his clouts on the date of the assault. She ordered him out of the house from the 1st of April.

Mr. Harris: At one time you were on very friendly terms with Captain?

Complainant: Well, yes (This is *sotto voce*). You received money from him?—Yes, but I returned it all to him.

You sometimes quarrelled with him on other subjects?—No, always about money.

Merely a business acquaintance, eh?—Yes. You fought with him sometimes?—Yes, also about money.

His Worship: Fought?

Mr. Harris: Yes, your Worship.

(To the complainant)—You never fought with the defendant through the effects of drink?—I never drink.

Are you still?—Well, to a certain extent.

(Handing complainant a note)—Is that your signature?—I can't say whether the signature is mine or not.

Mr. Harris (reading the letter)—The letter says:—"My dear Captain,—I am so sorry for what I said and did to you last night and ask your pardon, I promise I shall never insult you any more. I am willing to keep with you \$50, which I shall forfeit if I get drunk again." Did you write that letter?—No.

Did you sign the letter?—I may have signed it but I did not write the letter.

You were at one time living with Captain?—I never did.

(Handing complainant a photograph)—That's a photograph of you?—Yes.

Do you still deny having lived with Captain?—Why, certainly.

Are there none of his clothes in your house?—Nothing at all.

Was there nothing at all a fortnight ago?—Nothing at all.

(Handing witness a letter)—Did you write that letter?—That's a bit I wrote three years ago.

Mr. Harris at this point proceeded to read the letter, which began with "Darling" and stated that complainant was in love with Captain and that she wished she could get rid of a certain party and always be with him.

(To the complainant)—Why, did you write that letter?—Because I was afraid of him.

I do take out that photograph with him also because you were afraid of him?—To tell the truth, I was afraid of him.

Why?—Because he always used to threaten me.

Who is your husband?—I have no husband. Wasn't your husband a man named Sevad?—No.

Were you not married in the Roman Catholic Cathedral at Hongkong?

Mr. Shelton—I object.

Mr. Harris—I am entitled to ask the question because I want to show that complainant was not afraid of Captain. She has summoned the defendant for assault for purposes of blackmail and has accused him of striking her on the arm while in her house. That letter could not have been written by a woman who was afraid of Captain.

Evidence was called and the case adjourned.

THE MAHARAJAH OF
MOURBHAN.

GUEST OF MR. HENRY AND LADY MAY.

The Maharajah of Mourbhun dined at "Mountain Lodge" with His Excellency the Officer Administering the Government and Lady May on the 31st ult. and stayed until the 1st inst.

The Chief Justice and Colonel St. John, Mrs. St. John and Miss St. John were among the small party invited to meet His Highness.

ALLEGED LARCENY BY
EUROPEAN.A DIAMOND RING AND A FORGED
SIGNATURE.

Before Mr. J. R. Wood at the Magistracy this morning, John Grant appeared on charges of obtaining a diamond ring under false pretences from the Po Shing Jewellery firm and forging the name of E. B. Reed, Detective-Sergeant Appleton prosecuted and Mr. J. H. Gardner defended.

The complainant stated that the defendant came to his shop at No. 1, Pottinger Street on two occasions. On the 30th of May last at about 10.30 a.m. he came to the shop and inquired the price of a ring and chain. He said he wanted the articles to give them to another person and asked to be told their value. Witness told defendant that the value of the ring was \$8; and the chain \$75. He asked for credit, but witness replied: "I do not know you." Defendant took the ring, saying "I will bring the money to you. If not, I will return the articles to you." Witness asked defendant to sign his name, which he did. Witness asked him if that was his name and defendant said "Yes." Defendant had not since handed back the ring or paid for it. On the 30th May last, witness gave sworn information: Defendant did not tell witness anything about giving him something in exchange for the ring.

Cross-examined by Mr. Gardner, witness said that the defendant the ring before last the aggregate of school attendance was only fifteen hours. Small, as that number is, it was a little more than half that last week—nine hours to be exact. I believe, in grant-in-aid schools, principals and managers must show a daily average attendance of not less than twenty hours per week for the year. But they are capable of showing between 25 and 30 hours a week—vacations excepted. How does the Kowloon School under Government control, and State-paid teachers, compare with the schools run by private enterprise? Surely, even in this climate, no apologist will be bold enough to assert that 15 or 9 hours a week, respectively, are enough for the mere weakling of a child attending Kowloon British School. The school had had to be closed for a short period two or three months ago, and children of school-going age on the peninsula were given a additional vacation. Instead of making up lost time we find the school scandalously short in its hours as compared with other schools in Hongkong, to the detriment of the children at Kowloon.

As ever further cross-examination, his Worship referred to the question of bail.

Mr. Appleton objected to bail.

His Worship asked defendant what bail he could afford. On defendant informing the Court that he could not find any bail, the case was remanded for a week.

QUESTION OF A RAILWAY
CONTRACT.

A WORK WHICH WAS LET AND SUB-LET.

Before Mr. Justice Haslewood, Acting Pulane Judge, in the Summary Court this morning, Wong Sham, trading as Wong Sham Kee, Leung King Chun, trading as Po Fung, to recover the sum of \$54,225, being amount of balance due for work done and material supplied. Mr. Otto Kong Sing appeared for the plaintiff and Mr. P. W. Goldring represented the defendant.

Mr. Kong Sing stated that the case was one of a contract for work in connection with the Kowloon-Cholon Railway. The contract was originally let out to a firm named the Kueg On, who sub-let it to the defendant, who in turn sub-let it to the plaintiff. The fine of defense set up by him was "no privilege."

Evidence was called and the case adjourned.

LONDON RUBBER SALE.

ANOTHER FALL IN PRICES AND SLACK
DEMAND.

AMERICAN BUYERS HOLDING ALOOOF.

London, 24th May. The demand at the rubber auction to-day was very irregular, and the tone was not quite satisfactory, prices being lower.

The chief influence appears to have been the marked aloofness of American buyers, and there is some idea that they desire to take advantage of rumours that a great quantity of rubber is held in America and may cause a sharp movement when it is offered for sale.

Not much credence is given to such rumours in well-informed circles.

Crepe was in most demand to-day.

The quantity of plantation rubber offered was 175 tons, of which 15 tons was Malaya.

Fine and smoked sheet, made 9/5 to 10/5 compared with 10/6 to 11/5 at last auction.

Crepe sold at 9/5 to 10/6 against 10/0 to 11/3 at previous sale.—*Stratford Times*.

RUBBER DOWN.

London, May 25. At the auctions raw rubber started hesitatingly and improved with buying when it relapsed an average of a shilling to eighteen pence owing to lack of bidding.

Penang, May 25. A private wire received here states that rubber is down to 9/1 per pound.

Kuala Lumpur, May 25. The London cable of the Planter's Stores gives the following prices at the rubber auctions:

Plantation Sheet and Biscuit 9/6, Crepe 9/9, Scrap 8/9, Bark Scrap 7/6, Scrap untreated 7/4, Rambo 5/2, Flap hard para 9/1. Harper and Company quote average Plantation number one 10/-.—*Singapore Free Press*.

CALCUTTA has at last been presented with a taxi-cab service, and the sixteen cars that arrived were put on the streets recently to ply for hire. Throughout the day the cars were kept busy driving people about, and were the subject of much curiosity on the part of the natives. That a taxi-cab service was desired in Calcutta, no one will deny, and we all hope that they will soon increase in numbers and popularity, and become a recognised institution of the city.

An estate that is shortly to go on the market is the Sungai Nitong Coco-cut and Rubber.

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THE LATE KING EDWARD VII.

THE FUNERAL.

London, May 19.

The climax of to-day's excitement was the arrival of the Kaiser. King George met His Majesty at the Railway Station. The Kaiser's stern, solidly bearing and his bronzed features drew favourable comment as he stepped from the carriage and greeted King George, kissing him on both cheeks. He spoke kindly to the King's sons and then entered a carriage with His Majesty and the two drove together to Buckingham Palace. The crowds were silent—but it is noticeable that even the *Jingost* papers express pleasure at the Kaiser's visit and admire His Majesty's dignified bearing.

The Kaiser went direct to see the Queen Mother and in the afternoon he accompanied King George and King Albert of Belgium to Westminster Hall. Hats were raised in silence everywhere along the route as the royal party were driven past. One Royal carriage followed conveying beautiful wreaths. One of these, formed of purple and white flowers, the Kaiser placed with his own hand on top of the catafalque, and then knelt in front of the coffin in silent prayer for a few moments. King George at the same time kneeling also. On rising both Monarchs shook hands. Both were visibly affected.

The queue of people waiting, ten abreast, to view the Royal remains, is now six miles long. Westminster Hall is to be kept open late to-night, to allow as many as possible to enter and see the coffin. Hundreds waited outside all last night, despite a thunderstorm and heavy rain. There was a second thunderstorm this evening. The Police arrangements are perfect, but notwithstanding the excellent precautionary methods adopted the queue broke through the line of Police last night, flooding Palace Yard like a human torrent. Luckily the doors of the great Hall were closed in time and a large force of police being hastily summoned the majority of the crowd was eventually persuaded to disperse quietly. No arrests were made.

London, May 18.

The scenes throughout London are astounding. The street population has doubled, and trams, buses and numerous wagons are unable to cope with the traffic. Parliament Square is almost impassable, owing to the crowds. St. James's Street has become simply a double row of stands. The *Daily News* calculates that £500,000 has been paid for seats on Friday.

At Marlborough House crowds are gathered watching the endless procession of Kings and Princes—Italian, Portuguese, Japanese, Bulgarian, Spanish, Roumanian, Turkish, Belgian, Egyptian, German, and a dozen other nationalities—visiting the King. The newspapers assert that nothing similar has been seen since the beginning of the world. There are crowds watching ex-President Roosevelt's house, and similar crowds are gathered at Kensington Palace to see King Alfonso of Spain. At the Railway Stations, too, vast numbers of people are gathered to witness the arrival of other Kings and Princes and foreign naval and military officers. Buckingham Palace also attracts enormous crowds intent on watching the movements of the half-dozen Kings now living there. But the most amazing sight of all is the King's last levee to Westminster Hall. The queue of people there is five miles long; one line stretches all the way to Cheltenham. Yesterday 5,000 people saw the bier. The doors were closed at 10 o'clock but crowds, containing many Japanese, waited all night despite the rain. The Cane of Police allowed me to enter the Hall, by a private entrance and, remain there an hour. The scene is rightly said to surpass anything in English history.

From under the stained glass window at the eastern end of the Hall a river of people flows past the Catafalque, which is guarded by gigantic Life Guardsmen leaning, with heads bent, on their naked swords. The only light in the vast Hall is that cast by the electric lamps and the candles. There is no sign of mourning about the pall, which is of cream silk embroidered with the Royal Arms. The Crown, Sceptre, Decorations and Jewels glint in the electric light.

Yesterday 400 cases were treated by the Ambulance Corps.

Kipling has written a poem on King Edward, in which he says:

"SIMPLY AS ANY DIED IN HIS SERVICE,

HE DIED FOR US."

London, May 20th.

After Westminster Hall was closed last night the crowds that had gathered outside remained in the street all night, in order to secure positions for to-day's ceremony. Subsequent to the closing of the Hall to the public, 200 selected members of the Police Force were allowed in to see the bier, and after they had relieved the foreign diplomats and military officers were ushered in. A weird scene was presented, as the lights ranged about the catafalque illuminated the golden robes of the diplomatic officials and the variegated uniforms of the military officers. Just then a fearful thunderstorm burst over the city, the claps resembling the discharge of 10-inch guns. The peals of thunder awoke all London and the vivid lightning illuminated the Abbey and Westminster Hall in a way that those who witnessed the scene will never forget. Then darkness shut down again. Everybody connected the unusual thunderstorm with the Comet.

To-day's great ceremony was the supreme climax of the week's crescendo of climaxes. In token of mourning, the instant the funeral procession began all work ceased for a few moments throughout the United Kingdom. The innumerable factories were silent; the telegraphs and cables stood idle; the trains on the great city's underground railways stopped; omnibuses and other street conveyances halted. On the Canadian Pacific Railway Co.'s vast system of communication, all trams and steamers—the ships on the Atlantic as well as those on the North and South Pacific Oceans—were stopped.

THE RAUB AUSTRALIAN GOLD MINING COMPANY, LIMITED.

MANAGER'S REPORT FOR THE FOUR WEEKS ENDING APRIL 23.

The Chairman and Directors, Raub Australian Gold Mining Co., Ltd., Singapore. Gentlemen.—I beg to submit the following Mining and Milling Report for the four weeks ending April 23, 1910.

BURKET KOMAN.
Male Shaft.—The fixing of "plunger lift" and new main rods, also new "balance box" at No. 5 level, is proceeding satisfactorily, and, as already stated, should be completed in the month of May.

450ft Level North.—Main drive advanced 16 ft, total 565 ft, the lode of about the same value as when last reported on.

450ft Level—No. 2 Wins South sunk 10 ft, and has now reached the required depth; the 450ft level South has not quite reached this stage, but should connect during the next four weeks.

The 450ft Level Stope produced during the four weeks 1,047 tons of ore assaying 3.50 dwts per ton.

540 ft. LEVEL N. from E. Cross-cut advanced 20 ft, total 73 ft, from cross-cut, the lode averaging 34 inches wide and the assay value 7.87 dwts per ton.

540 ft. LEVEL SOUTH, 1st fl. DRIVE advanced 15 ft, total 216 ft, this drive should connect with No. 2 Wins S. shortly.

540 ft. LEVEL SOUTH, 90 ft. DRIVE advanced 12 ft, and connected with cross-cut from 121 ft. drive. It will not be necessary to extend this drive.

STOPE MINE.

160 ft. LEVEL NORTH.—Main drive extended 21 ft, total 412 ft, the lode continues about the same in values when last reported on.

160 ft. LEVEL SOUTH.—No. 3 wins sunk 21 ft, total 93 ft. This winze has passed through the E. lode and is now in country rock; it should be connected with the main drive S. from Anderson in about 10 days.

THE STOPE above the 160 ft. level produced 1,235 tons of ore, the quality being rather lower than usual, as a low grade block was removed during the four weeks under review.

ANDERSON'S.

360 ft. LEVEL NORTH.—Main drive advanced 38 ft, total 331 ft, at this point it connected with No. 3 winze sunk from 160 ft. Level "Stopes" Mine.

260 ft. LEVEL SOUTH.—Main Drive extended 27 ft, total 250 ft, apparently a part of the lode has been "thrown" to the W. A cross-cut will be put in this W. direction to test the ground.

260 ft. LEVEL SOUTH—drive on E. lode advanced 23 ft, total length 54 ft. This lode has every appearance of the lode driven on the level above, it is about 4 ft. wide S. well formed, but is poor.

THE STOPE—on the W. lode (branch) produced during the four weeks about 400 tons of ore, assaying according to samples taken in the mine, about 8 dwts. per ton.

GENERAL.
An AIR SHAFT or SHUTTER—is being sunk about 250 ft. N. of Anderson's to connect with the 160 ft. level Stope (Stopes Mine). This will serve to send into the mine stone for Stopes, refilling, consequently when it is connected cross-cutting for refilling can be dispensed with in this part of 160 ft. level Stope.

BUKIT' MALACCA.—Mills are temporarily shut down, the machinery is being thoroughly overhauled. Probably the Mills will start up again by the middle of the next four weeks.

MILLING SHEET—for four weeks ending April 23, 1910.

BUKIT' KOMAN.

40 STAMPS 145.17 days. Loss of 2.83 days caused by breaking of 2 Cam shafts and replacing them with new ones, cleaning up, etc.

STONE CRUSHED:—

Bukit' Komam 1,733 tons.

Stopes 910 "

Anderson 120 "

Total 2,771 tons.

HUNTINGTON MILL ran 26.6 days Loss of 1.33 days for general repairs and clean up.

STONE CRUSHED:—

Bukit' Komam 215 tons.

Stopes 232 " 457 tons.

Total 3,228 tons.

Producing Amalgam 2,911 tons.

Retort gold 1,119 "

Bullion 1,37,415 "

Average yield per ton 7,047 dwts.

value of tailings 1.2 "

BUKIT' MALACCA MILLS.

Crushed 393 tons of stone from Anderson.

Para Rubber 10/- per lb.

Total 411 tons producing

Amalgam 239 cwt. Retort gold 430 cwt. Bullion 41 cwt.

Totals.—Tons crushed 3,639

Amalgam 3,728 tons.

Retort gold 1,203 "

Bullion 1,178,425 "

Average finesseus 906,008 "

yield per ton 6,476 dwts.

Grit Mills: Amalgam 96 tons. Retort gold

32 tons. Bullion 31 tons.

Willsey Tables: Amalgam 26 cwt. Retort gold

8 cwt. Bullion 8 cwt.

Chili Mills: Amalgam 10 cwt. Retort gold

3 cwt. Bullion 3 cwt.

Mortar boxes: Bullion recovered 28 cwt.

Wm. J. OATES,
Manager.

To-day's Advertisements.

To-day's Advertisements.

Intimations.

G. S. R.
ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the SUPPLY OF CARPENTERS, CAULKERS, PLUMBERS, PAINTERS, SCRAPERS, SHOE MAKERS and LEATHER-WORKERS for the period of 12 months commencing 1st July next to H.M. Naval Yard.

Forms of Tender can be obtained at the Chief Constructor's Office, H.M. Naval Yard, Hongkong, and when filled in should be deposited in the Tender Box at the Main Gate of the Yard not later than noon Wednesday, 8th June, 1910.

W. T. HOCKADAY,
Chief Constructor,
Hongkong, 1st June, 1910.

"SHIRE" LINE OF STEAMERS LIMITED.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'S Steamer

"MALTA,"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 7th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee, and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 1st June, 1910.

COMMERCIAL.

June 1st, 11.15 a.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allas, ars. 7/-

Anglo-Javas 11/-

Anglo-Malays 28/-

Balgownies 52/-

Batu Tigras —

Bertoms 8/6

Bukit Kajangs 8/6

Bukit Rajahs —

Carey Uclids 27/6 prem.

Castlefields 125/-

Changkat Serdaungs 320

Cheras 512

Damansaras 120/-

Eastern Internationals 35/- prem.

Fer. Selangors —

Glenelys 53

Gleebits —

Golcondas 130/-

Golden Hopes —

Highlands and Lowlands 132/6

Indragiris 33/-

Inch Kenneths —

Jequier —

Jongladsons —

Kamulungs 8/- prem.

Kuala Lumpurs 18/-

Lakadrons (fully paid) 12/6

Lakadrons (ppd.) —

Lebus —

Ledbury 93/6

Liaggis 60/6

London Asiatics 15/-

London Ventures 8/6

Methimnas —

Pajams 18/-

Pegohs 50

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedular Service of

12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER

SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

"EMPEROR OF JAPAN" SATURDAY, JUNE 4TH.

"EMPEROR OF CHINA" SATURDAY, JUNE 25TH.

"EMPEROR OF INDIA" SATURDAY, JULY 16TH.

"MONTEAGLE" TUESDAY, AUGUST 16TH.

"EMPEROR OF JAPAN" SATURDAY, AUGUST 6TH.

"EMPEROR OF CHINA" SATURDAY, AUGUST 27TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 11 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are mid-ocean vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).
1st to 10th.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed, Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 143.

Via New York 145.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. GRAIDDICK, General Traffic Agent, Corner Pader Street and Praya (opposite Blake Pier).

12

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

	Steamship	To
MANILA	"YUEN-SANG"	FRIDAY, 3rd June, 4 P.M.
SHANGHAI	"KWONG-SANG"	SUNDAY, 5th June, Daylight.
TIENTSIN	"CHEUNG-SHING"	MONDAY, 6th June, 4 P.M.
SHANGHAI, KOBE & MOJI	"FOO-SANG"	FRIDAY, 10th June, Noon.
MANILA	"LOO-GANG-SANG"	FRIDAY, 10th June, 4 P.M.
SGAPORE, PENANG & CALCUTTA, KUTSANG	"KUTSANG"	SATURDAY, 11th June, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kutlung," "Wamung" and "Fookhang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji in Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yaogtze Port, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., General Managers.

Telephone No. 225 Hongkong, 1st June 1910.

General Manager. (8)

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

	STEAMERS.	TO CALL
SHANGHAI	"ANHUI"	2nd June, 4 P.M.
SHANGHAI	"CHI-SHUA"	5th " Daylight.
CHEFOO & NEWCHWANG	"NANG-CHANG"	5th " Daylight.
AMOY, MANILA, CEBU & ILOJO	"FOOK-HANG"	6th " 3 P.M.
MANILA	"TEAN"	4th " 3 P.M.
SHANGHAI	"CHENAN"	9th " 4 P.M.
SHANGHAI	"LINAN"	12th " Daylight.
MANILA, ZAMBOANGA & AUSTRALIA	"TALYUAN"	25th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANU"

AUSTRALIAN SHIPS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES.

Gauge booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULED TWIN-SCREW STEAMERS (Arad, Cheman, Linan, Chinwa,) with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to All Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

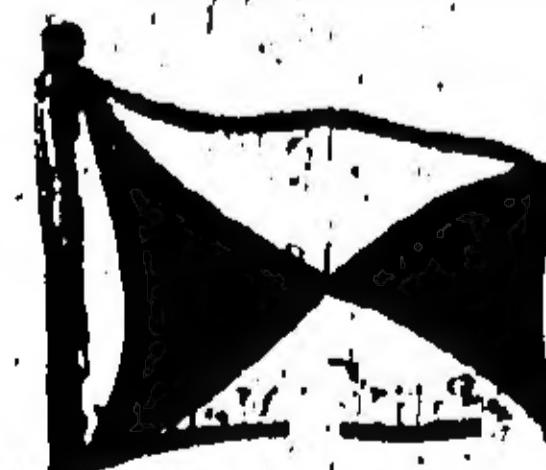
These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 36. Hongkong, 1st June, 1910.

(9)



HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	1540	R. Rodger	MANILA	SATURDAY, 4th June, at Noon,
AUBI	1540	A. Fraser	"	SATURDAY, 11th June, at Noon,

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MERCHANTS.

Hongkong, 2nd May, 1910.

(10)

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA, with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

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THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

ROBBINS ESTATE RETURNS.

	April Total.
Allagar	2,050 2,400 8,300
Alo Pongsu	1,150 1,150
Alma	600 600
Anglo Malay	55,167 48,839 201,000
Ayer Molok	1,344
Ayer Kuining	200
Balgowala	9,028 8,673 33,984
Banteng	1,464 1,381 5,410
Batu Caves	13,611 29,835
Batu Tiga	6,300 6,123 23,166
Bertam	9,388 10,000 42,088
Bukit Kajang	2,603 3,251 8,937
Bukit Rajah	41,687 115,735
Bukit Lintang	2,850 3,000 10,350
Bikam	6,930 (for six months)
Carey Salted	8,000 19,550
Castlefield	2,800 2,709 11,012
Changkat Serdaq	3,787 3,003 9,596
G. & L. S.	9,625 25,181
G. & L. S.	9,625 24,112 68,186
G. & L. S.	11,500 24,000
G. & L. S.	7,661 2,455 5,603
G. & L. S.	2,173 2,316 8,811
G. & L. S.	6,101 6,366 19,083
Golconde	12,278 33,737
Harpended	5,100 11,645
High, & Lowlands	47,473 42,205 173,438
Ioch Kenneth	3,182 37,163
Jugra	7,170 7,170
Kapar, Para	6,873 16,343
Kamuning	6,132 6,293 24,034
Kempsey	2,104 3,043 6,195
Kepung	2,900 2,415 7,784
Kota Tinggi	563
Kuala Kangar	1,692 5,773
Kria Rub, Bat	2,091 5,773
Kuala Lumpur	47,000 38,000 172,000
Lubu	16,112 14,710 53,039
Loudou	27,177 19,800 106,740
Ledbury	8,152 8,136 32,854
Linggi	63,500 62,003 239,502
Londo Asiatic	9,951 9,573 35,892
Malacca Iland	27,000 81,003
Merton	1,788 1,788
Nord Hummock	5,07
Nova Scotia	6,000 16,050
Pajam	3,000 2,300 6,650
Pataling	3,168 28,144 97,244
Pegoh	3,114 3,400 11,785
Perak Plant	8,830 28,112
Pert Dickson	611 1,676
Kembala	918 975
Ribis Rubber	4,300 13,710
Rubina	11,000 13,220
Sengat	5,169 5,593 20,020
Salaba	4,473 5,025 14,458
Sungei Choh	3,150 1,100 12,850
Sungei Kapar	19,000 53,000
Sadycroft	1,285 5,000 27,566
Seaford	13,147 28,337
Selangor	33,58 66,781
Seremban	37,140 31,445 110,181
Senawang	5,120 4,305 13,004
Shelford	6,000 15,700
Spira & Indo	8,17 8,156 30,075
Singapore Pura	4,100 5,310 18,800
Straits River	2,100 1,100
Sungai Salak	1,805 4,771
Tali Ayer	1,500 37,500
Trafalgar	70 270
Trong	1,084 2,160
United Sling-porn	1,014 1,302 3,460
Vallambros	170,020 (year end Mar.)

(From the end of February all totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which is above, list are incomplete, will help to make the list more useful, if they will kindly fill in the gaps.—*Singapore Free Press*.)

SHIPPING AND MAIIS

MAILS DUE.

French (Armand Riche) 6th inst.

American (Asta) 7th inst.

Indian (Poole) 7th inst.

American (Asta) 7th inst.

Indian (Latsang) 7th inst.

American (Mongolia) 7th inst.

American (Tung Maru) 7th inst.

The H. A. L. s.s. *Silva* left Hawick on 3rd inst., and may be expected here on 7th inst.The H. A. L. s.s. *Illyria* left Tantau on 3rd inst., a.m., and may be expected here on 5th inst.The E. & A. s.s. *Eastern* left Macilia on 1st inst., at 4 a.m., and will arrive here on 3rd inst., at daylight.

THE WEATHER.

On the 1st at 12.15 p.m.—The barometer has risen in N.E. Japan, the depression having moved away over the Pacific.

The depression lying over N. China yesterday has advanced Eastwards and lies now over the Gulf of Pechili.

Pressure is giving way over S.W. Japan, and also over Tongking. It is low over the latter area.

The highest pressure is shown over the Pacific to the E. of Japan.

Moderate to fresh S.W. and S. winds may be expected in the Formosa Channel and over the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.W. and S. winds, moderate or fresh; fair at first, probably rain later.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lantau, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

COMMERCIAL.

TO-DAY'S EXCHANGE.

SELLING.

London—Bank T.T.	10/9/10
Do demand	10/9/10
Do 4 months' sight	10/9/10
France—Bank T.T.	2,26
America—Bank T.T.	438
Germany—Bank T.T.	1,338
India T.T.	124
China T.T.	1,300
Batum—Bank T.T.	1,102
Bertam	6,300 12,123 23,166
Bukit Kajang	2,603 3,251 8,937
Bukit Rajah	41,687 115,735
Bukit Lintang	2,850 3,000 10,350
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Jugra	7,170 7,170
Kapar, Para	6,873 16,343
Kamuning	6,132 6,293 24,034
Kempsey	2,104 3,043 6,195
Kepung	2,900 2,415 7,784
Kota Tinggi	563
Kria Rub, Bat	2,091 5,773
Kuala Lumpur	47,000 38,000 172,000
Lubu	16,112 14,710 53,039
Loudou	27,177 19,800 106,740
Ledbury	8,152 8,136 32,854
Linggi	63,500 62,003 239,502
Londo Asiatic	9,951 9,573 35,892
Malacca Iland	27,000 81,003
Merton	1,788 1,788
Nord Hummock	5,07
Nova Scotia	6,000 16,050
Pajam	3,000 2,300 6,650
Pataling	3,168 28,144 97,244
Pegoh	3,114 3,400 11,785
Perak Plant	8,830 28,112
Pert Dickson	611 1,676
Kembala	918 975
Ribis Rubber	4,300 13,710
Rubina	11,000 13,220
Sengat	5,169 5,593 20,020
Salaba	4,473 5,025 14,458
Sungei Choh	3,150 1,100 12,850
Sungei Kapar	19,000 53,000
Sadycroft	1,285 5,000 27,566
Seaford	13,147 28,337
Selangor	33,58 66,781
Seremban	37,140 31,445 110,181
Senawang	5,120 4,305 13,004
Shelford	6,000 15,700
Spira & Indo	8,17 8,156 30,075
Singapore Pura	4,100 5,310 18,800
Straits River	2,100 1,100
Sungai Salak	1,805 4,771
Tali Ayer	1,500 37,500
Trafalgar	70 270
Trong	1,084 2,160
United Sling-porn	1,014 1,302 3,460
Vallambros	170,020 (year end Mar.)

SELLING.

London—Bank T.T.	10/9/10
Do demand	10/9/10
Do 4 months' sight	10/9/10
France—Bank T.T.	2,26
America—Bank T.T.	438
Germany—Bank T.T.	1,338
India T.T.	124
China T.T.	1,300
Batum—Bank T.T.	1,102
Bertam	6,300 12,123 23,166
Bukit Kajang	2,603 3,251 8,937
Bukit Rajah	41,687 115,735
Bukit Lintang	2,850 3,000 10,350
Bikam	6,930 (for six months)
Carey Salted	8,000 19,550
Castlefield	2,800 2,709 11,012
Changkat Serdaq	3,787 3,003 9,596
G. & L. S.	9,625 25,181
G. & L. S.	9,625 24,112 68,186
G. & L. S.	11,500 24,000
G. & L. S.	7,661 2,455 5,603
G. & L. S.	2,173 2,316 8,811
G. & L. S.	6,101 6,366 19,083
Golconde	12,278 33,737
Harpended	5,100 11,645
High, & Lowlands	47,473 42,205 173,438
Ioch Kenneth	3,182 37,163
Jugra	7,170 7,170
Kapar, Para	6,873 16,343
Kamuning	6,132 6,293 24,034
Kempsey	2,104 3,043 6,195
Kepung	2,900 2,415 7,784
Kota Tinggi	563
Kria Rub, Bat	2,091 5,773
Kuala Lumpur	47,000 38,000

